

GOOD HAULS FOR GILL NETTERS

Haddock School Is Being "Camped On"—Receipts Yesterday 85,000 Lbs.

Gill netting receipts yesterday were the largest of the winter, all the boats being out. In all about 85,000 pounds were landed, mostly haddock, although some of the smaller boats had good catches of cod. The fish were shipped in the early morning boat for Boston. The only sailing craft here today was sch Yakima with a halibut fare.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Yakima, "The Gully," 30,000 lbs. fresh halibut, 5000 lbs. salt cod, 100 lbs. fresh fish.

Str. Ibsen, gill netting, 1800 lbs. fish.

Str. Alice, gill netting, 2000 lbs. fish.

Sch. Quoddy, gill netting, 3100 lbs. fish.

Str. Quartette, gill netting, 800 lbs. fish.

Str. Gertrude T., gill netting, 1000 lbs. fresh fish.

Str. Hugo, gill netting, 4100 lbs. fish.

Str. Randolph, gill netting, 1200 lbs. fish.

Str. Robert and Edwin, gill netting, 1000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 2000 lbs. fresh fish.

Str. Mystery, gill netting, 5000 lbs. fish.

Str. James M. Gifford, gill netting, 1000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 1500 lbs. fresh fish.

Str. Sawyer, gill netting, 3500 lbs. fish.

Str. Ethel, gill netting, 9000 lbs. fish.

Str. Rough Rider, gill netting, 7200 lbs. fresh fish.

Str. Julia May, gill netting, 1200 lbs. fresh fish.

Str. R. J. Killick, gill netting, 1500 lbs. fresh fish.

Str. Sunflower, gill netting, 4000 lbs. fish.

Str. Enterprise, gill netting, 10,000 lbs. fresh fish.

Str. Dolphin, gill netting, 2200 lbs. fish.

Str. Medomak, gill netting, 2600 lbs. fish.

Str. George E. Fisher, gill netting, 1000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.

Str. Water Witch, gill netting, 2000 lbs. fresh fish.

Str. Bryda F., gill netting, 1200 lbs. fresh fish.

Str. Little Fannie, gill netting, 4500 lbs. fresh fish.

Str. Venture, gill netting, 800 lbs. fish.

Str. Seven Brothers, gill netting, 1000 lbs. fresh fish.

Str. Orion, gill netting, 3500 lbs. fish.

Str. Philomena, gill netting, 1000 lbs. fresh fish.

Sch. Edith Silveira, via Boston.
Sch. W. M. Goodspeed, via Boston.
Sch. Elmer E. Gray, via Boston.
Sch. Jorgina, shore.
Sch. Emily Sears, shore.
Sch. Actor, shore.

Vessels Sailed.

Sch. Josephine DeCosta, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Ruth, haddocking.
Sch. W. M. Goodspeed, haddocking.
Sch. Bohemia, salt trawl banking.
Sch. Senator Gardner, salt trawl banking.
Sch. J. J. Flaherty, salt trawl banking.
Sch. Marsala, Georges, and returned.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.
Newfoundland bulk salt herring, \$3.50 per bbl.
Newfoundland pickled herring, \$4.50 per bbl.
Newfoundland frozen herring, 3 1/2c per lb.
Fresh halibut, 12c per lb. for white; 9c for gray.

Good Stock.

Sch. Arethusa, Capt. Clayton Morrissey, stocked \$2130 on his fresh haddocking trip landed here yesterday, the crew of 25 men sharing \$40 clear to a man.

Halibut Sale.

The halibut fare of sch Yakima sold to the American Halibut Company at 12 cents a pound for white and nine cents for gray.

Halibut at Portland.

Sch. Mystery, Capt. James Mason is at Portland today with 25,000 pounds fresh halibut.

Victoria Fleet Resumes Operations.

About the middle of February the Victoria, B. C., fleet of halibut schooners, which had been laid up for some time owing to the heavy southeast gales prevailing, began active preparations to resume fishing. The power sch. Jessie, Capt. George Heater, was the first one to leave, and she will attempt to secure a cargo along the west coast of Vancouver Island. Shortly after the Alliance, No. 2, formerly the Levi Woodbury, left for the Scott Island grounds. The sch. Victoria also left as soon as the work of installing her engine was completed.

PLENTY OF FISH—PRICES SLUMP

T Wharf Has All the Fish It Wants and More Are Expected.

Fresh fish continues in good supply at T wharf, Boston, six off shores, in addition to the shore fares and shipments from the Gloucester gill netters arriving at the dock since yesterday.

They are schs. Smuggler, 52,000 pounds; Morning Star, 66,000 pounds; Francis J. O'Hara, Jr., 60,000 pounds; Mary C. Santos, 46,000 pounds; Clintonia, 71,000 pounds; str. Surf, 30,000 pounds.

Wholesale prices were \$1.80 to \$3.50 a hundred weight for haddock, \$3 for large, and \$1.75 to \$2 for market cod, \$2 to \$5 for hake, \$2.50 for pollock and \$1.75 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Rose Standish, 14,000 haddock, 5300 cod.
Sch. Eva Avina, 2000 cod.
Sch. Sadie M. Nunan, 400 haddock, 8000 cod, 2300 hake, 1500 cusk.
Sch. Clintonia, 65,000 haddock, 6000 cusk, 2500 halibut.
Sch. Mary C. Santos, 45,000 haddock, 1000 cod.
Str. Surf, 28,000 haddock, 1300 cod, 1500 cusk.
Sch. Frances J. O'Hara Jr., 50,000 haddock, 5000 cod, 4000 cusk, 500 halibut.
Sch. Jorgina, 4000 haddock, 1500 cod, 1200 pollock.
Sch. Morning Star 53,000 haddock, 10,000 cod, 3000 cusk.
Sch. Smuggler, 45,000 haddock, 7500 cod, 400 halibut.
Haddock, \$1.80 to \$3.50 per cwt.; large cod, \$3; market cod, \$1.75 to \$2; hake, \$2 to \$5; pollock, \$2.50; cusk, \$1.75.

Portland Fishing News.

The Gloucester schooner Stiletto arrived Monday from a five weeks' cruise on the Quero Banks, having for a fare about 15,000 pounds of halibut and 7000 pounds of salt cod. She disposed of her whole catch Capt. F. M. Hart purchasing the halibut for the New England Fish Co., the salt cod being taken by the Lord Brothers. The skipper reports very rough weather on the banks and had two of his dories smashed by a heavy sea. More than 50,000 pounds of fish were landed Tuesday by vessels of the local fleet, including the fares of numerous small boats. The schooner Waltham of Cape Porpoise brought in 15,000 pounds of market fish, she having been engaged in gill netting. The schooner was formerly called the Olive F. Hutchins and was run down and sunk in Boston harbor on January 27 by the Boston city boat George A. Hibbard. She was raised and repaired at Chelsea, Mass., and has just gone into commission, this being her first trip since she left the repair yard.

LUNENBURGERS ARE FITTING OUT

The following schooners have arrived from Riverport and are outfitting at Lunenburg for the spring trip with W. C. Smith & Company: Hawanee, Capt. William Cook; Original, Roger Conrad, and those from this port outfitting with the same firm are: schooners Henry L. Montague, Knickle; James Burton Cook, A. Cook; Cecil L. Beck, Abbot Beck.
At Zwicker & Company's wharf the following schooners are outfitting: W. C. MacKay, Diehl; Earl Grey, S. Corkum; Annie Spindler, Spindler; Allis, on H. Maxner, Maxner; Laurella, Frances, Spindler; F. M. Toro, R. Corkum; Uda A. Sanders, Spudler; William B. Corkum, W. Corkum. The Mayola, Kentzell, arrived at Ponce, P.R., on the 7th inst., and the Warren G. Culp, Sponagle, at Trinidad, on the 8th inst. for the same firm.
At Adams and Knickle's wharf the Muriel H. Winters, H. Winters; Marion Mosher, John Mosher; Harry W. Adams, D. Zinck, and the Arcola, R. Knickle, are outfitting. The schooners are practically three deep at the docks and everyone is on the jump. The Clintonia, Capt. Emiel Mack, plans to sail on the 20th inst.

WILL WORK HARD TO GET POTOMAC?

Newfoundland fishermen are reluctant to let the United States tug Potomac sink in the Gulf of St. Lawrence, without an effort to capture the prize, and Monday two men from Curling started alongshore with pumps which they hope to place on board should the tug show signs of sinking. When last reported the Potomac was six miles off Parson's Lake with water in her hold, and local fishermen declare that relief must come before the big ice jam, which usually takes place in the Straits of Belle Isle early in April. The tug Wren Gulf has been equipped with wrecking apparatus, and will endeavor to reach the Potomac as soon as the ice shows signs of breaking up. The Western Star of March 17 says: Consular Gould has been keeping a sharp lookout of late for the Potomac. On Thursday he dispatched a crew of men northward to endeavor to locate and board the ship if possible.
On Friday night Mr. Gould proceeded to Port au Basque, where he entered into negotiations which resulted as per message above.
The off shore winds since March came in took the ice off shore and the Potomac has not been sighted since last Wednesday. She was then eight miles northwest of Trout river.
The balance of the Potomac's crew left Bonne Bay yesterday in charge of J. C. LeMoine for Curling.

Fishing Fleet Movements.

Sch. Independence II. arrived at Liverpool, N. S., Saturday and cleared for fishing.

STATUS OF SALT FLITCHED HALIBUT THE PACIFIC COD SITUATION

Protest Made Against Payment of Duty on Shipment From Canada

Consignee Claims It Should Be Ad- mitted Free As Green or Raw Fish.

The question of whether flitched halibut can be imported free of duty under the new tariff law will shortly be settled by the Board of United States General Appraisers who will review the protest made by Percy C. Parkhurst of this city, against the levying of duty upon a carload of flitched halibut recently consigned to him.

The Canadian Fish & Cold Storage Company, Ltd., of Prince Rupert, B. C., consigned a car of salt flitched halibut to Mr. Parkhurst, January 10 of the present year, which arrived about the middle of February. The car was entered at Richford, Vermont, and a duty of three-fourths of a cent per pound was assessed and paid. The car contained 30,000 thick No. 1 flitches, which were sold to William H. Wonson & Son at nine and one-half cents a pound.

The consignee, believing that all raw or green salt fish is intended to be ad-

mitted free under the new tariff, filed a protest against the assessment of the duty by the collector of customs at Richford, Vermont, February 18. The protest was based on Paragraph 483 of the tariff of 1913, supported by Treasury Decision 24,688.

The matter was taken up by Congressman Gardner with Assistant Secretary Hamlin of the treasury department at Washington and the protest will be reviewed by the Board of United States General Appraisers.

The decision of the board which will be awaited with much interest will be an important one, since Gloucester does not produce flitched halibut enough to supply the market and an open market will naturally mean large shipments here and elsewhere.

It is contended that flitched halibut is as much, if not more of a green or raw fish food product than whole codfish. Flitched halibut is never consumed until cured and smoked, but green cod are often eaten or consumed by cooking in practically the raw state. Neither is flitched halibut skinned.

Halibut Schooner Constance on Maiden Trip.

The halibut sch. Constance, which was launched January 15 at the yard of John Strand, Ballard, had her trial trip on February 21 and made an average speed of nine and one-half knots. The vessel has capacity for 100,000 pounds of halibut and is owned by the Mutual Fish Company, of Seattle. She is equipped with a 140 horsepower Corliss engine. Her fuel tanks will carry 7000 gallons of gasoline, giving the vessel a navigating radius of 3600 miles. The Constance left on February 23 on her maiden trip to the Alaska banks, in command of Capt. George C. Stevens, who was formerly well known in connection with the fisheries of Nova Scotia.

Mch. 19.

Portland Fishing News.

Some good sized fish fares were landed here Tuesday by vessels of the local fleet, the banner catch being that of the schooner Wesley Sennett, she having 25,000 pounds, the Mineola and Lochinvar each having about 15,000 pounds. The market is now better supplied than it has been for some time and prices are considerably lower.

Information has been received that the Portland schooners Hockomock and Marjie Turner, which have spent the winter on the Florida coast engaged in bluefishing, will shortly be coming this way again. According to reports received from some of the crew the local schooners have done fairly well, much better indeed than a majority of the fleet which went south from Gloucester in the fall. Bad weather along the coast has interfered greatly with the fishing, while the fish have been rather scarce, the result being that a number of the vessels have failed to make enough to pay for their outfit.

C. P. Overton of the Union Fish Company, writing to the Pacific Fisherman, says: "We are now in the midst of outfitting our fishing fleet for the summer fishing season of 1914. In addition to our usual supply from the Alaska fishing stations, which will be brought in by the power boat Golden State, now loading for her second cargo this year, we are outfitting two three-masted schooners, the Galilee and the Vega, heretofore operated by us, and have added to our sea fishing fleet this year the large three-masted sch. Sequoia, which has been altered from a lumber carrier into probably one of the best equipped fisherman that ever went out on the Pacific Coast. This class of vessel would not be at all attractive to the Atlantic coast fishermen, being of entirely different character from the small, trim, fast-sailing craft used on that coast, but for the long distances we must go to get our codfish, a vessel like this, carrying 24 dories and a crew of 44 men, with a capacity of from 400 to 500 tons of codfish, is from a standard of economy the best adapted for the conditions prevailing in the codfishing business on this coast.

"The loss of the sch. W. H. Dimond early in the season made no real difference in the codfish supply, but deferred the arrival of one cargo. Temporarily, the market is a little short, but with the demand falling off there has been noted some tendency to a weakening of prices; this in spite of the spurt in orders incident to the beginning of Lent. There seems to be ample fish on hand along the coast and already caught and warehoused in Alaska to supply all possible demands for this season. We have a larger fleet outfitted than for many years past, and the outlook is good for an actual overstock next fall. In fact, it looks now as if nothing but a very unusual shortage in the eastern catch could save us from an overloaded market, with a scramble to sell and low figures in September and October next.

"I note a little controversy in the eastern papers concerning the attempt to get eastern fishermen to emigrate to the west coast, and a letter from some agent of the Fishermen's Union in Seattle, printed in an eastern paper, attempts to dissuade eastern fishermen from emigrating to these comfortable and less dangerous fishing grounds, with the statement that the fishermen here are in oversupply; yet in the next sentence he states that the fishermen in Seattle are trying to hold the owners up for \$40 or \$50 per thousand for fish, which is just double the rate heretofore prevailing. Surely the eastern fishermen who reads this will see that with fishermen demanding double the pay they have had, there could be no great oversupply of men. In fact, where we could formally outfit eight large vessels from San Francisco with crews of good fishermen, it is now difficult if not impossible to properly man one good sized codfishing vessel at this port, and the custom has grown up of sending vessels to Puget Sound and the Alaska stations for men, with the result that each year sees a demand from the men for higher and still higher pay, which has to be met. The amount of money made by the cod fishermen on this coast during the

summer, as shown by figures, here published in this journal, are in excess of that made by fishermen in similar lines on the east coast, and really should prove very attractive to skilled fishermen now working out the Massachusetts fishing ports."

Alfred Greenbaum, of the Alaska Codfish Company, says: "Our sch. H. Dimond was wrecked February at Bird Island, about 40 miles from destination at Unga Island. She was loaded with provisions and supplies for the fishing station. We received a telegram that the vessel and crew were a total loss, but the crew was safe. To replace this vessel we have bought the sch. Allen A., which is now being loaded and will sail in a few days for the stations.

More Big Codfish.

The schooner W. M. Goodspeed landed at Boston this week a codfish which weighed when dressed 90 pounds. It was estimated by fishermen that it would have tipped the beam at 90 pounds easily just as it came from the water. These big steak cod are seldom caught today. It is on record that a mile or two shore from Long Island in Long Sound a Casco Bay fisherman on the same day caught two monster codfish, one weighing a little more than 90 pounds, and the other nearly 100. Rather a good day's work even when fishing was better than it is now. Portland Express Co. Advertiser.

TALK OF SCHOOL OF FISHERIES

It is expected that before long a school of fisheries will be established at the University of Washington. If the plans for one mature, the resulting school will be the first of its kind in the United States. It will be modeled to some extent on schools of this character at the University of Tokyo, Japan, and in institutions of higher learning in Sweden, France and Ireland. One of the important problems to be solved is a commercial standpoint will be transplanting of the Eastern oyster to the waters of the Pacific and Puget Sound. The Eastern oyster has been successfully grown here.

H. M. Smith, United States Commissioner of fisheries, is urging President Landes of the university to take this matter his most careful consideration. A convention of the fish interests is to be held in Seattle and the university expects to get definite suggestions as to the school which the fishing men should be established.

Sailed Salt Banking.

Sch. Annie M. Parker, Capt. H. Forbes, and sch. Athlete, Capt. J. Benham, sailed this morning for their fourth month salt banking. Sch. Olga, Capt. Albert Amero, last of the fleet will get away in a few days.

Signs of Mackerel Season Approaching. Sch. Ralph L. Hall, Capt. P. Hall, and sch. Arthur James, Capt. Archie Devine are being cleaned and painted below, before fitting for seining.

Sardine Season Opens.

The sardine season at Eastport, Me., will open in about two weeks, the announcement having just been made that the Sea Street plant of the American Can Company is to begin spring operations about April 1. This is good news for the several hundred employees who have been idle all winter.

Mch. 19.